

Intimations

THE HONGKONG ELECTRIC CO.
LIMITED.

NOTICE is hereby given that an EXTRA

ORDINARY GENERAL MEETING
of the Hongkong Electric Company Limited

Should the Resolution be passed by the required majority it will be submitted for confirmation as a SPECIAL RESOLUTION.

1.—That the Capital of the Company be increased to the Sum of \$600,000 by the issue of 30,000 New Shares of \$10 each, which shall be:

Original Capital and be subject to the provisions in the Articles of Association contained with reference to CALLS; transfer, transmission, lieu, surrender, pooling

2.—That the said New Shares be offered to the persons who on the 16th day of

September, 1899, shall be the Registered Members of the Existing Shares in the proportion of a New Share for each Existing Share held by them.

GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 9th August, 1897. [1018]

WANTED, as GOVERNESS, a well
Educated Young Lady.
Apply, with full Particulars, to
R.M.

Hongkong, 9th August, 1899. [10199]

Insurance

**NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above
Company are prepared to accept First
CLASS FOREIGN and CHINESE RISKS at
CURRENT RATES.

longkong, 28th May, 1895. [18

To be Met

TO LET.
WITH IMMEDIATE POSSESSION.
THE SECOND FLOOR OF

THE SECOND FLOOR OF NO. 74 QUEEN'S
ROAD.
Apply to
E. D. SASSOON & CO.
HONGKONG, 3rd MARCH 1900.

TO LET.
OFFICE ROOMS on 1st floor of No. 4,
Queen's Road, Central, (lately the Chi-
na Bank of China)

Apply to
Comptroller Office,
E. C. HOCHAPPEL,
Hongkong, 23rd March, 1899. [308a]

TO LET UNTIL JUNE 1900.

T PRAYA CENTRAL—Whole or Part of
Rooms formerly occupied by the INSTI-

ION OF ENGINEERS AND SHIPBUILDERS
HONGKONG.
Single Rooms from \$20 upwards. Apply
18
MANAGER or SECRETARY.

At No. 2, Praya Central.
Bangkok, 11th July, 1899. [9044]

TO LET

EMI-DETACHED VILLA RESIDENCE on Bowen Road (now in course of erection.)
PROPERTY lately occupied by the

Bowrington Saw Mills
GROUND FLOOR, 52, PEARL STREET
OFFICES:—1st floor, No. 10, PRAYA
CENTRAL. (Latey occupied by
Messrs. MELCHERS & Co.)

Apply to
HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 21st June, 1899.

TO LET
DOOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

"H,"
 c/o of this Office.
 Hongkong, 17th May, 1899. [654]

Notice of Firm.

WE have This Day ESTABLISHED
ourselves at CANTON, and THIS
as GENERAL MERCHANTS and COM-
MON AGENTS under the Name and Style
OF HERRING & CO.

J. B. BHESANIA & CO.
Kongkong, 7th August, 1899. [1914]

Hotel.

WINDSOR HOTEL.

HONGKONG
STRICTLY FIRST CLASS.

STINGER ELEVATOR from ENTRANCE HALL to each floor. BOARD LODGING.

MONTHLY RATES DIVERGE NOW

THE

Today's Advertisements.

VICTORIA ENGLISH SCHOOLS,
CRAIGENOWER, CAINE ROAD.

THE SCHOOLS will be RE-OPENED
on MONDAY, the 14th instant.

For Prospectus, &c., apply
HEAD MASTER.

Hongkong, 12th August, 1899. [10252]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOV.
THE Company's Steamship.

"HAILONGG."
Captain Robson, will be despatched for the
above Port, TO-MORROW, the 13th instant,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.

Hongkong, 12th August, 1899. [10242]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.
THE Company's Steamship.

"SUNGKIANG."
Captain Dodd, will be despatched as above
on MONDAY, the 14th instant.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer.

The Vessel is fitted throughout with Electric
Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th August, 1899. [10212]

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship.

"INDRALEMA."
Captain Baker, will be despatched as above
on FRIDAY, the 18th instant, at 3 P.M.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 12th August, 1899. [10202]

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

B. ST. ESTEPHE, Red Capsule... 5 6/6

C. ST. JULIEN, Red Capsule... 9 0/0

D. LA ROSE, Red Capsule... 12 6/6

CHATEAU LA TOUR, Red Capsule... 15 0/0

CHATEAU LA TOUR, Red Capsule... 18 0/0

CHATEAU LA TOUR, Red Capsule... 21 0/0

CHATEAU LA TOUR, Red Capsule... 24 0/0

CHATEAU LA TOUR, Red Capsule... 27 0/0

CHATEAU LA TOUR, Red Capsule... 30 0/0

CHATEAU LA TOUR, Red Capsule... 33 0/0

CHATEAU LA TOUR, Red Capsule... 36 0/0

CHATEAU LA TOUR, Red Capsule... 39 0/0

CHATEAU LA TOUR, Red Capsule... 42 0/0

CHATEAU LA TOUR, Red Capsule... 45 0/0

CHATEAU LA TOUR, Red Capsule... 48 0/0

CHATEAU LA TOUR, Red Capsule... 51 0/0

CHATEAU LA TOUR, Red Capsule... 54 0/0

CHATEAU LA TOUR, Red Capsule... 57 0/0

CHATEAU LA TOUR, Red Capsule... 60 0/0

CHATEAU LA TOUR, Red Capsule... 63 0/0

CHATEAU LA TOUR, Red Capsule... 66 0/0

CHATEAU LA TOUR, Red Capsule... 69 0/0

CHATEAU LA TOUR, Red Capsule... 72 0/0

CHATEAU LA TOUR, Red Capsule... 75 0/0

CHATEAU LA TOUR, Red Capsule... 78 0/0

CHATEAU LA TOUR, Red Capsule... 81 0/0

CHATEAU LA TOUR, Red Capsule... 84 0/0

CHATEAU LA TOUR, Red Capsule... 87 0/0

CHATEAU LA TOUR, Red Capsule... 90 0/0

CHATEAU LA TOUR, Red Capsule... 93 0/0

CHATEAU LA TOUR, Red Capsule... 96 0/0

CHATEAU LA TOUR, Red Capsule... 99 0/0

CHATEAU LA TOUR, Red Capsule... 102 0/0

CHATEAU LA TOUR, Red Capsule... 105 0/0

CHATEAU LA TOUR, Red Capsule... 108 0/0

CHATEAU LA TOUR, Red Capsule... 111 0/0

CHATEAU LA TOUR, Red Capsule... 114 0/0

CHATEAU LA TOUR, Red Capsule... 117 0/0

CHATEAU LA TOUR, Red Capsule... 120 0/0

CHATEAU LA TOUR, Red Capsule... 123 0/0

CHATEAU LA TOUR, Red Capsule... 126 0/0

CHATEAU LA TOUR, Red Capsule... 129 0/0

CHATEAU LA TOUR, Red Capsule... 132 0/0

CHATEAU LA TOUR, Red Capsule... 135 0/0

LOCAL AND GENERAL.

Owing to an oversight, we omitted to acknow-
ledge the source of the article on Polo which
appeared in last night's issue. It was taken
from our Shanghai sporting contemporary,
Sport and Gossip.

* * * We call the attention of our readers to an
interesting original story by Amelia E. Barr,
which appears on our extra sheet. We shall,
in future, publish an original story of this dis-
cription every Saturday.

WE notice that the long-wished-for new arms
and equipment, for the Hongkong Volunteers
will arrive in a few days. When it is expected
that the Civilian soldiers will be able to give
an improved account of themselves at the Rifle
Ranges.

THE Post Master General asks us to notify,
that the mails for Shanghai, Nagasaki, Kobe
and Yokohama by the *Sakata* close to-morrow,
at 9 a.m. Correspondence, with late fee of 10
cents, may be posted in the night box from 9
a.m. to 1 p.m.

We would remind our readers that an entertain-
ment will be given at the Royal Engineer's
Theatre, Wellington Barracks, to-night. We
believe, a lady, who lately took a prominent
part in the A. D. C. performances at the City
Hall, has kindly consented to assist.

DR. HARLEY, the entertainer and magician, of the new Im-
perial Chinese Theatre at Canton, owing to the
difficulties of access, &c. He plays at the Canton
Club Theatre on the Shamone to-day and Mon-
day next, returning to Hongkong afterwards.

THE Band of the Hongkong Regiment will
play at the Hongkong Hotel this evening from
8 p.m. to 9.30 p.m.

March. Violetta. Masi
Charlotte. Alvan. Thiers
Violetta. Alvan. Thiers
Charlotte. Alvan. Thiers

DR. PETERS, an agent of the Hamburg
America Line and of the North German Lloyd,
has visited Macassar to see whether that port
would afford profitable returns to German
steamers calling there to take direct cargoes to
Europe. The mercantile community at Macas-
sar is said to be anxious for a favourable
report from Dr. Peters. The aim is to avoid
the troublesome, dear, and slow transhipment
of cargo from Macassar at Singapore. The
success of the proposed new departure means
thus harm to Singapore, for the benefit of
Macassar.

THE news that the Bank of England had re-
fused to cash one of its own notes on the ground
that it had been stolen from Paris, Bank was
at first received with incredulity, but it seems
to be true, and the ill-wishers of the Bank are
pleased. It may depend that if other banks
are to act as detectives for it, in self-defence
they will soon come to think it better to have
nothing to do with bank notes at all. "But
the Bank is indemnified by Paris." Hardly.

Powerful though Paris Bank be, it cannot
undertake to "guarantee" the credit of the
Bank of England paper money either at home
or abroad.

A FIRE broke out in Tamondori, Kobe, on
July 31st last at about 3 o'clock. A light wind
was blowing at the time, and to the amazement
of the spectators the fire spread at once in all
directions. The Aiohoshi Police called upon the
members of the force then off duty, as well as a
number of coolies engaged on the waterworks,
to help in extinguishing the fire, a task which
was not accomplished, however, until about 5
o'clock. Twenty houses were destroyed
(occupying 190 *tsubo*) and four others were
partly destroyed. It is not definitely known how
the fire originated. The losses are given as
20,000 yen. Most of the houses were insured.
—*Hyogo News*.

AN Imperial Ordinance has been issued in
Japan providing for an increase of the salaries
of naval officers. The new rates are—Admiral
yen 6,000 a year; Vice Admiral yen 4,000; Real-
Admiral yen 3,000; Captain (first class emolument)
yen 2,496.60; (second class emolument) yen
2,263; Second Captain (first rate emolument)
yen 1,893; (second rate) yen 1,666; Comman-
der (first rate) yen 1,271.36; (second rate) yen
1,095; First Lieutenant (first rate) yen 960;
(second rate) yen 864; 3rd rate yen 780;
Second Lieutenant (first rate) yen 600; (second
rate) yen 540; 3rd Lieutenant yen 144. These
rates are applicable in cases of other native
officers whose ranks correspond with the above.

WE understand that the news that the *Powerful*
has been ordered home via the Cape of Good
Hope is quite correct, and the giant cruiser is
expected here in a day or two. Whether or no
the *Terrible* will take her place on the China
Station we are unable to say. The *Powerful*
was sent out to China as an "answer" to the
Rurik and hence this we heard an amusing
conversation between a bluejacket from a
Powerful and the comrade from the *Tannar*,
the other day, during the last war scare.

The *Powerful* man was laying down the law
to his friend and said, "Ver see Bill, directly
war's declared we doubles up the *Rurik* we
does, an' then along comes the *Victorious*, an'
wipes the floor with the 'ole bloomin' lot!"

THE FIRE AT CHICO.

Mr. Whitley, the Manager of the Sperry
Flour Company, Hongkong, informs us that the
flour mill burnt at Chico was a very small
mill making about 200 barrels per day, and as
its output was used locally its loss will not
affect the export flour trade at all. We are
pleased to hear that the damage is so slight.

THE PLAQUE.

Cases reported to 11th instant... 1,367

Do do during past 24 hours... 9

Total... 1,376

Deaths reported to 11th instant... 130

Do do during past 24 hours... 0

Total... 130

ELECTRIC LIFTS.

As electricity has now become a serious
rival to water as the motive power for lifts, etc.
it might interest our readers to have a brief
description of the manner of working and a
general description of those installed by our
progressive Electric Co. at the Queen's Build-
ing and for which, we are informed, they have
further orders.

QUEEN'S BUILDINGS.
are a fine block of buildings, belonging to
the Hon. C. J. Charter C.M.G., to whose
kindness we are indebted for permission
to view the lifts, situated on the Reclama-
tion. To those of our readers who have not
been at Hongkong for some time we may
mention that these buildings are at the cor-
ner made by the Bund and a continuation of
Ice House Street. They are four storeys high
and cover a large area. If old fashioned stair-
ways had been depended upon there is no
doubt the top floors, though the pleasantest in
this hot climate, would have depreciated
greatly in value, so some form of lift was al-
most a necessity. Electric lifts, on account of
their economy in installing working, com-
pactness of machinery, and capabilities of con-
trol were chosen as being the best fitted for the
arduous nature of the work expected.

CAUSE OF ECONOMY.
The reason that this class of lift can compare
so favourably with others is that the actual
power station from whence the motion is
derived may be at any distance away. No
boilers, engines or pumps are required for their
sole working, machinery already erected at a
distance part of the town, but not working
the full twenty-four hours, can be utilized
to give the necessary power during the time
which otherwise it would be standing idle.

The reason for this is that electrical power
is the most capable of being safely and econ-
omically transmitted long distances. We have
wires carried overhead and beneath our feet,
through which many thousands of horse-pow-
er units are daily transmitted without any
one feeling the least alarm. Electric Light
companies have always been under a disad-
vantage, as regards dividend earning, by the
very nature of their work, furnishing light,
which is only wanted during a very few hours
of the day, and which, once the customer is
satisfied, requires no further attention. A
simultaneous. This of course necessitates a
very large outlay on engines and dynamos, the
majority of which, unless other employment
is found for them, would be standing idle
during the hours of daylight. It will be seen
from this that electric lifts are of especial im-
portance to their installers as well as a great
convenience to the purchaser.

PECULIAR DIFFICULTIES.
As already shown, the great advantage to the
electric supply company is that the machinery
already erected is fitted for the new class of
work required. Now this advantage did not
exist at Hongkong, as it is generally conceded
that, single phase alternating current is not
applicable to motor working, that being the
system under which the city lighting and
trams are designed. Greatly to the credit of Mr.
Wickham, the consulting electrical engineer
and manager of the company, this difficulty
has been overcome, and a motor *lift* oper-
ated by the company, leaving nothing to be desired
by the consumer of the energy supplied. To fully
appreciate these difficulties it needs a certain
amount of technical knowledge, and perhaps it
is not for nothing that the lift is always
ready for work, at all hours of the day
and night, besides the usual considerations
of silent working, introduction of safety
devices and amount of attention required. We
shall soon be able to see how the electric lift
satisfies these numerous demands.

DEFINITION OF CURRENTS.
We said that alternating current is not
suitable for motors, the reason being that, the
motor has to be started independently and
acquire the same speed as the dynamo that is
supplying the current, before the dynamo will
start to work it, as long as the motor and
dynamo are going at the same speed, then the
dynamo works the motor, but if the motor
stops then it cannot be started again by the
alternating current dynamo.

An alternating current means a current of
electricity that is always changing in
direction and strength while the continuous
current is, as its name implies, constantly in
the same direction and of the same strength.
The alternating has the advantage, that it is
more applicable for transmission over long
distances, while the continuous is better
suited for arc-lighting and motor requirements,
both being equally serviceable for the ordinary
house lighting. Many must have noticed
and we dare say wondered at the mystic
symbol so frequently met with in all works on
electricity, and which indeed forms the starting
point from which all electrical calculations have
to be worked from, the letters C-E over R.
There is nothing incomprehensible about them,
and as it will be much easier to understand the
subject under consideration, by first grasping
their meaning we will give briefly what they
mean. C means Amperes, or the unit of the rate
at which the current is flowing, and it must be
remembered that the velocity of motion is also
proportionate to the effect. E means
Electro Motive Force, Volts or the pressure
at which the current is generated, so many
pounds pressure on his boiler. R is the Resis-
tance that the current has to overcome, or is in
opposition to its flow. With this definition
it is easy to see, that the greater the
pressure applied, the quicker will be the mo-
tion, and the more resistance that has to be
overcome the slower will it become, and
that the pressure exerted multiplied by the rate
of flow will give the amount of work being
done.

CONDITIONS OF ELECTRIC SUPPLY.
We have already mentioned that an electric
supply company has to have a large number
of machines which are lying idle during the
day, the fact is slightly worse, as when a cus-
tomer agrees to take the electrical energy, he
agrees to take it at a certain rate, and he is
obliged to pay for it, whether he uses it or not.
The time during the day or night when the set
of engines and dynamo has to be going all
day and night, this set may not be earning a
cent, and it is to find work for it that makes
the electric lift customer such a valuable
adjunct to the supply company. To take the
full advantage of him, some means of storage
becomes necessary so that he can be supplied
with sufficient energy for his daily consumption
at times most convenient to the company.

TRANSMISSION OF ENERGY.
For transmitting purposes a great pressure is
required; we might mention in passing, that the
distance to which the energy can be trans-
mitted is only curtailed by the pressure at
which it can be generated, the pressure at
which it is transmitted, and the pressure at
which it is received. The pressure at which it
is generated, is the pressure at which the
boiler works, and the pressure at which it is
received, is the pressure at which the motor
works. The pressure at which it is transmitted,
is the pressure at which the wires work, and
the pressure at which it is received, is the
pressure at which the motor works. The pres-
sure at which it is generated, is the pressure
at which the boiler works, and the pressure at
which it is received, is the pressure at which
the motor works. The pressure at which it is
transmitted, is the pressure at which the wires
work, and the pressure at which it is received,
is the pressure at which the motor works.

dangerous and would not do to have brought
into a consumer's house. For high vol-
tages, those in the thousands, an alternating
current is the easier generated, so we have
leaving the supply station, an alternating
current at 2,000 volts pressure, which is not
applicable, but can be used for motors as al-
ready stated.

SUB-STATION.
Just off the Queen's Road, at the back of the
Chartered Bank, the ground floor of a building
has been obtained, to act as a sub-station, and
in which is installed an alternating current
motor of 20 horse power, which when speeded
up, to be "in step with" or running at the same
speed as the generator, can be worked by the
alternating current. On the same shaft, the
motor is the armature of a continuous
current dynamo, that is the motor acts
as the engine to the dynamo. The dynamo
supplies the storage cells, which in their turn
supply with continuous current the motors that
work the lifts. It is not quite accurate to call
these cells, or batteries, storage cells, as they
do not store electricity, but convert electrical
energy into chemical, which can be re-converted
back when required. The method used to
start the alternating current motor is most
ingenious and well worth a word of
explanation. The current from the cells is
taken and passed through the continuous
current dynamo, making it for the time
a motor, which works the alternating
current motor, so soon as the required speed
is attained, the current from the supply
station is switched on and the alternating
current works the dynamo, which then generates
current of sufficient strength to overcome the
resistance of the cells and begins to charge them
from the cells and begins to charge them.

STORAGE CELLS.
To appreciate the value of these storage
cells, the important work they have to perform
must be fully understood. They are capable
of storing what is technically known as 133
horse-power hours; putting it into every-day
workable language, that means, when fully
charged, energy equivalent to that exerted by
133 horses could be derived from it for one
hour, or one horse-power could be taken for
133 hours. In fact the amount of energy taken
out divided into 133 will give the number of
hours that the cells will run before they need
re-charging. There are four lifts in the Queen's
Buildings and two in the Hongkong Land In-
vestment Buildings, each nominally taking five
horse-power, and supposing that all the lifts are
raising their full current, which never happens,
were working, that would be 30 horse-power.
Not only is it very unlikely that all the lifts
would be required to take their power
simultaneously, but an electric motor only
takes the full energy when starting the lift to
go up full, and when started requires so
very little that when the elevator is
descending the power required is so small
that it becomes a negligible quantity.

LIFTS.
From the sub-station the current is carried by
wires to the motors operating the lifts, four in
number, in the Queen's Buildings, capable of
carrying 7½ cwt, or 4 persons, not including the
attendant, at a speed of 200 feet per minute.
To ensure that the velocity of the motion being
bottom in about 25 seconds, the motion being
so easy that the minimum of power will be
required, the lifts are counterbalanced.

It is not our intention to give a description
of the lifts, as the majority of our readers
go and see them, and so obtain a better idea
of their appearance than we should be able to
convey.

SAFETY DEVICES.
All we will attempt to do is to describe
the ingenious and as far as human con-
ception is able, perfect devices to ensure
passengers' safety. There is no fear from
electricity itself, as the current, except for light-
ing and signalling purposes, does not enter the
car at all, the management of which is purely
mechanical and is done by means of the hand-
rope passing through a corner of the car.
As far as accidents to the lift or ropes that
are used, we coudgeled the brain trying to
think of some accident that might possibly
happen, and the chief idea was enunciated, we
were given special devices to meet such
emergencies. The incandescent light over the
door of the car, has often excited the curiosity
of the passengers, as it certainly is not used
for lighting the car either by day or night, it
being only alight when the car is in motion.
This lamp is to show the attendant when the
current is off the motor, the lamp
lighting then the current is switched
on and the car about to move. The brake on
the motor is always under the control of the
attendant, and the motor and car, by any
before entering the car, the attendant is
means, the motor was unable to revolve the
means, would be automatically cut off by a
fuse (a short strip of fusible metal). In most
instances this is considered adequate, but, as the
fuse is liable to be a few seconds before it
operates, a further precaution is taken by
having a magnetic arrangement in circuit to
effect the same purpose. If the steel wire ropes
suspending the car should happen to break,
the weight would be taken off a specially
constructed spring would actuate a car grip
against the side that would hold the car, and
grabs can not come on suddenly, as by their
brakes also are fitted to act in the same
way, so as to prevent any shocks or jolts.

These lifts were ordered and erected by Messrs.
Leigh and Orange, from Messrs. Weywood
and Co., London, and have given so much satis-
faction since they started working that not only
have two more been fitted in the Hongkong
Land Investment Buildings, next to Butterfield
and Swire's Offices, but many enquiries have
been made to the Electric Supply Company
with a view of their further installation.

In a newspaper article on such a technical
subject it is impossible to go fully into the
subject. All we hope to have attained is to have
whetted the appetite for instruction in this
useful science. There are many books published
that are especially written for learners and
amateurs from which the A.B.C. of the science
can be obtained, and to those who desire more
practical knowledge we cannot give better
advice than join the Engineer Volunteers,
where electricity is applied to search lighting
is practically taught. We are informed that
Mr. Everard, of the Electric Supply Company,
has been asked to read a paper on electric
motors at the Engineers and Shipbuilders
Institute. This will be a good opportunity
to see the theories governing this wonderful
invention practically demonstrated, and no
doubt will prove exceptionally interesting.

We cannot close this article without a word
of praise to Mr. Wickham who has the credit of
designing the installation, and under whose
supervision it has been so successfully managed.
We must not forget Mr. F. Price, the assistant
electrical engineer, who, working under Mr.
Wickham, has been the chief of the electric
lighting system. Our thanks are also due to
other members of the Electric Company's staff
for their great kindness in explaining the
different machines.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

An extraordinary general meeting of share-
holders of the United Asbestos Oriental Agency,
Limited, was held yesterday at noon in the
Office of Messrs. Dodwell and Co., Ltd., in
Queen's Buildings, Mr. E. S. Wheeler presided.
The other gentlemen present were—Messrs.
A. H. Stewart, T. Skinner, C. N. Young, and
E. G. Barrett.

The notice convening the meeting having
been read.

The Chairman said—Gentlemen, this is an
entirely formal meeting, and for the sole purpose
of confirming the resolutions passed at the last
extraordinary meeting. I now beg to move
that the special resolutions which were passed
at the extraordinary general meeting of the
Company, held on 27th July, be and the same
are hereby confirmed.

Mr. Stewart seconded the motion and was
carried.

The Chairman—Thank you very much for
your attendance, gentlemen; I am much obliged
to you.

AQUATIC ENTERTAINMENT.

An Aquatic Entertainment will be given by
the members of the Victoria R.C. on Tuesday,
15th inst., commencing at 5.30 p.m. sharp, un-
der the auspices of His Excellency the Gov-
ernor, Sir Henry A. Blake, G.C.M.G., and
Lady Blake. The Ladies of Hongkong are
cordially invited by the Committee.

The following will be the programme—
Team Race (4 Teams).
Running-header from the Spring-board.
Water Polo.

TEAMS.
Red. White.
F. M. Rosa Pereira. J. Machado.
C. Hance. W. A. Stapani.
A. Lamert. A. Loureiro.
A. A. Alves. A. A. Alves.
W. Armstrong. F. Jorge.
E. Herbst. J. Hance.

The teams are very evenly matched and an ex-
citing game is anticipated.

WATER POLO SHIELD COMPETITION.

The following dates have been fixed for the
above Competition—
16/8/99, V.R.C. (B Team) play R.A. 38 S.D.
17/8/99, R.W.F. (A Team) " R.A. 25 E.D.
18/8/99, Kowloon. " R.E. (B Team).

HONGKONG SHARE MARKET.

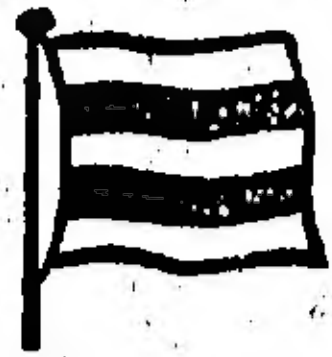
HONGKONG, Friday, August 11th.

Messrs. Benjamin, Kelly and Potts, in their
weekly share report, state—A large volume of
business has been put through during the past
week and the firmness indicated in our last
circular has been well maintained, while
Hongkong and Shanghai Banks, Hongkong
and Whampoa Docks, and Hongkong Hotels
show a marked advance on previous quotat-
ions. The Hongkong Electric Company,
Limited, has given notice that an Extraordi-
nary Meeting will be held on the 26th instant,
for the purpose of considering a proposal to
double its capital by the issue of 30,000
new shares of \$10 each, at par, to be offered
in the first instance to the registered
holders of the existing shares. Banks, Hong-
kong and Shanghai Banks have continued in
demand and have been placed at advancing
rates up to 37½ per cent. premium, but close
rather quiet, with sellers at 37½ per cent.
premium. The London quotation is £63 10/
11, and is firm with buyers at \$24. Marine
Insurances—Unions have hardened and are
wanted at \$40. China Traders have been
sold at \$62 and are steady at the
rate. Yangtzes are firm with buyers at
\$115. Straits have been fixed and are
enquired for at \$14.

Announcements.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOSA MARU.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG and COLOMBO.	TUESDAY, 15th August, at 4 P.M.
SADO MARU.....	KOBE and YOKOHAMA.	THURSDAY, 17th August, at Noon.
W. Thompson.....	VICTORIA, B.C. and SEATTLE, U.S.A. via KOBE and YOKOHAMA.	THURSDAY, 24th August, at 4 P.M.
*IDZUMI MARU.....	MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 24th August, at 4 P.M.
HITACHI MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 25th August, at 4 P.M.
KASUGA MARU.....	NAGASAKI, KOBE and YOKOHAMA.	SATURDAY, 26th August, at 4 P.M.
FUTAH MARU.....	HAMA.	

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 9th August, 1899.

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEEN SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA. (DIRECT WITHOUT TRANSIT.) Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO, AND Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG. and September. *These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess. For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & CO., Agents.

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO., SOLE AGENTS.

Hongkong, 9th December, 1898.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

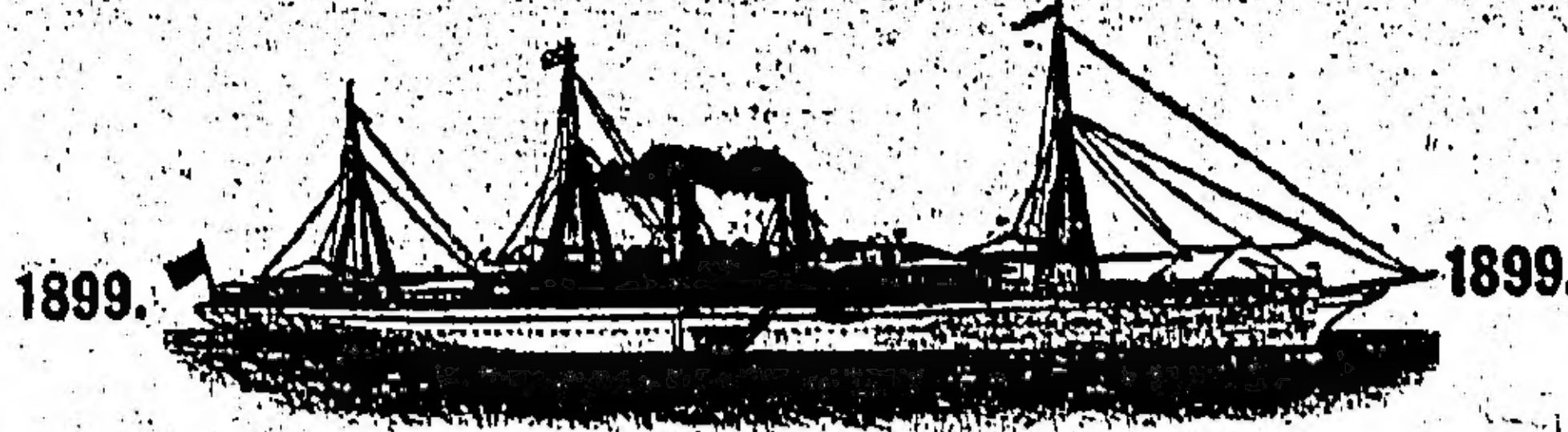
FACILITIES FOR ICE AT KOWLOON. THE HONGKONG ICE CO., LIMITED, having appointed me Agent for the sale of their ICE at KOWLOON, residents of that District are informed that Ice can now be had at my Store there, at HONGKONG RATES. H. RUTTONJEE, Elgin Street, Kowloon. Hongkong, 3rd May, 1899.

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN Ice House Road.

Is now in a position, in his New and Co-modious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS especially. Hongkong, 22nd September 1898.

LEVY HERMANOS. DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS. Sole Agents in the East for the amalgamated CLEMENT, HUBERT and CLARKE Co., Ltd. DUNLOP TYRES BICYCLES. A special reliable Watch made for this Climate. Quality Guaranteed. 11, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

Mails. CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th Aug., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are excellent. For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 29th Aug., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Sept., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct., at Noon.

THE Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th August, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate. Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 7th August, 1899.

MITSUBI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents—

Mitsui Coal Mines.

Onsura Coal Mines.

Kanada Coal Mines.

Tokyo Marine Insurance Co., Limited.

Mitsui Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wg. Co., Shanghai.

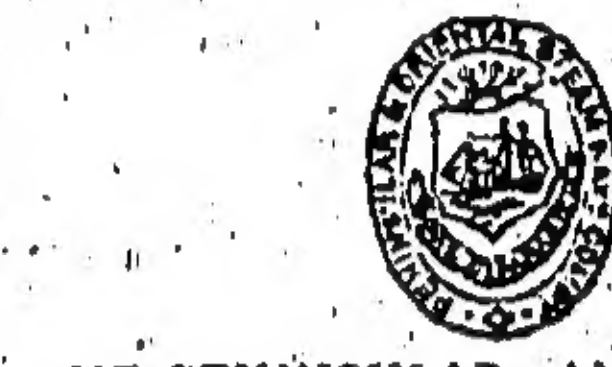
Onoda Cement Company, Japan.

Kanaguchi Cotton Spinning Mill, Japan.

The Mitsui Bussan Kaisha, Ltd., Limited.

Head Office—TOKIO.

Hongkong, 7th August, 1899.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship "PARRAMATTA" Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 19th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent. Hongkong, 5th August, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Olympia... 2,837 J. Truebridge... Sept. 2.

Victoria... 3,502 J. Pantan... Sept. 12.

ALSO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Lennor... 3,677 Williamson Aug. 19.

Columbia... 2,975 Dobson... Sept. 23.

Monmouthshire... 2,874 W.A. Evans Oct. 7.

Lennor... 3,677 Williamson Nov. 4.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC-MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 9th August, 1899.

SAILING VESSEL.

FOR NEW YORK.

THE 3/3 A. L. American Ship

"CHALLENGER" will leave here for the above port and will have quick dispatch.

For further information apply to RICHARD KERNBERG & CO., Agents.

Hongkong, 9th August, 1899.

Mails. NORDDEUTSCHER LLOYD.



HAMBURG-AMERIKA LINIE.

(Freight Service.) (East Asiatic Service.) (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WITTENBERG.....	HAVRE and HAMBURG.	August 16th.
Madsen.....	(LONDON with transhipment in HAMBURG)	About 16th.
ALESIA.....	HAVRE and HAMBURG.	September 1st.
Knuth.....	(LONDON with transhipment in HAMBURG)	About 20th.
NURNBERG.....	HAVRE and HAMBURG.	September 1st.
v. Binter.....	(LONDON with transhipment in HAMBURG)	About 5th.
SVENIA.....	(LONDON with transhipment in HAMBURG)	October 1st.
*SAVOIA.....	HAVRE and HAMBURG.	About 15th.
Jäger.....	(LONDON with transhipment in HAMBURG)	October 1st.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & CO., Agents.

U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 7th Sept., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 3rd October, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Friday, 27th October, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on THURSDAY, the 7th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent. Hongkong, 12th August, 1899.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan, PORTS AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra... 3,406... about Sept. 23.

Belgian King... 3,372... about Oct. 23.

Carmarthenhire... 2,923... about Nov. 23.

THE Steamship "THYRA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on or about the 13th September.

Through Bills of Lading issued to all ports in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Diego.

For further information as to Freight, Passage, &c., apply to SUTTERFIELD, SWINNEY & CO., Agents.

Hongkong, 12th August, 1899.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 22nd Aug., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 16th Sept., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 10th October, at Noon.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 22nd August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices, to accompany Cargo destined to Points beyond San Diego, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Diego.

For further information as to Freight, Passage, &c., apply to SUTTERFIELD, SWINNEY & CO., Agents.

Hongkong, 12th August, 1899.

Shipping.

STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

The Company's Steamship

"TRIESTE."

Captain A. Mili, will leave for the above

places TO-MORROW, the 13th instant, at

Daylight.

For Freight or Passage, apply to

SANDER, WIELER & Co.,

Agents.

Hongkong, 12th August, 1899. [1012a]

THE OSAKA SHOSSEN KAISHA.

FOR SWATOW, AMOY AND TAMSUI.

The Company's Steamship

"TAMSAI MARU."

Captain T. Nagata, will be despatched for the

above ports, TO-MORROW, the 13th instant,

at Daylight.

For Freight or Passage, apply to

MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 12th August, 1899. [1011a]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

The Company's Steamship

"YUEN-SANG."

Captain P. H. Rolfe, R.N.R., will be despatched

as above on MONDAY, the 14th instant, at

Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 12th August, 1899. [1017a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Company's Steamship

"ANTENOR."

Captain Jackson, will be despatched on

TUESDAY, the 15th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 7th August, 1899. [1010a]

THE CHINA AND MANILA STEAM-

SHIP COMPANY, LIMITED.

FOR MANILA.

The Company's New Steamship

"DIAMANTE."

Captain G. A. Taylor, will be despatched for the

above port, on WEDNESDAY, the 16th instant,

at 5 P.M.

The attention of Passengers is directed to

the excellent accommodation provided by this

steamer. She is fitted throughout with Electric

Light.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 11th August, 1899. [1023a]

EASTERN AND AUSTRIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Callagat TIMOR, PORT DARWIN and QUEEN-

SLAND PORTS, and taking through CABLE

to ADELAIDE, NEW ZEALAND,

TASMANIA, &c.)

The Steamship

"GUTHRIE."

Captain MacArthur, will be despatched as above

on THURSDAY, the 17th instant, at 5 P.M.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber which ensures the supply of Fresh Provi-

sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the

Electric light.

A Stewardess and a duly-qualified Surgeon

are carried.

N.B.—Return Tickets issued by this Com-

pany to and from AUSTRALIA are available for

return by the Steamers of the CHINA NAVI-

GATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 8th August, 1899. [1013a]

FOR NEW YORK VIA SUEZ CANAL.

The British Steamship

"CHAZEE,"

will be despatched for the above port on or

about the 20th August.

S.S. "ARGYLL" will sail about the 30th

August.

S.S. "JOHN SANDERSON" At Intervals

S.S. "AFGHANISTAN" of 2 weeks.

For Freight, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 11th August, 1899. [908a]

THE CHINA MUTUAL STEAM NAVI-

GATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON

VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL,

GLASGOW, CONTINENTAL PORTS, RIVER,

PLATE, &c.)

The Company's Steamship

"CHINGWU."

H. Harris, Commander, will be despatched

as above on or about the 3rd September.

For Freight, &c., apply to

HOLLIDAY, WISE & Co.,

Agents.

Hongkong, 28th July, 1899. [975a]

UNITED STATES AND CHINA-JAPAN

STEAMSHIP LINE.

(ROBT. M. SLOMAN & CO.—HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.

The Full-powered Steamship

"PISA."

will be despatched as above on or about the

15th September.

The Steamer has Superior Accommodation

for First and Second class Passengers and has

an Average Speed of 13 knots per hour.

For Freight or Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 18th July, 1899. [938a]

SHEWAN TOMES & CO.'S "NEW YORK"

LINE.

FOR NEW YORK VIA SUEZ CANAL.

The New Steamship

"PING SUEY."

Captain C. de La Perrelle, will be despatched

for the above Port, on or about the 5th October.

For Freight, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 9th August, 1899. [1000a]

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"CITY OF RIO DE JANEIRO."

The above Steamer having arrived, Consignees

of Cargo are hereby requested to send in their

Bills of Lading for countersignature and to take

immediate delivery of their Goods from

alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees risk

and expense.

J. S. VAN BUREN,

Agent.

Hongkong, 7th August, 1899. [11-w 1]

OCCIDENTAL AND ORIENTAL STEAM-

SHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"COPTIC."

The above Steamer having arrived, Consignees

of Cargo are hereby requested to send in their

Bills of Lading for countersignature, and to take

immediate delivery of their Goods from

alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees risk

and expense.

J. S. VAN BUREN,

Agent.

Hongkong, 10th August, 1899. [2]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"MORAVIA,"

having arrived Consignees of Cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be

sent in to the office of the Undersigned before

Noon of the 18th instant, or they will not be

recognized.

No Fire Insurance has been effected, and

any Goods remaining in the Godowns after the

18th instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,

Agents.

Hongkong, 11th August, 1899. [1006a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CANTON."

FROM ANTWERP, LONDON, PORT

SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out Mark by Mark

and delivery can be obtained as soon as the

Goods are landed.

This vessel brings on Cargo—

From Italy, ex S.S. *Thames*.

Optional Goods will be landed here unless

instructions are given to the contrary before

4 P.M. TO-DAY.

Goods not cleared by the 17th instant, at 4

P.M. will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged Packages must be left in the

Godowns and a certificate of the damage ob-

tained from the Godown Company within ten

days after the Vessel's arrival here, after which

no Claims will be recognized.

H. A. RITCHIE,

Superintendent.

Hongkong, 11th August, 1899. [15]

Intimations.

PRIVATE BOARD AND RESIDENCE,

165, Queen's Road East.

Mrs. HORTON.

Hongkong, 30th June, 1899. [852a]

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST,

No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [18a]

SIEN TING,

SURGEON DENTIST,

No. 10, D'ACQUAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [43]

A CURE FOR ASTHMA!!

GRIMAULT'S

INDIAN CIGARETTES

Asthmatic people who suffer from Op-

pression in breathing, stifling sensations,

Hoarseness, and Loss of voice, Nervous

coughs, Laryngitis, Colds, with

Whooping, Bronchitis, Insomnia,

Catarrhal affections, and difficulty

in Expectoration, are promptly relieved

by these Cigarettes.

GRIMAULT & CO., Paris, sold by all Chemists.

GRIMAULT'S

Matico Capsules

AND INJECTION

Renowned Physicians prescribe Grimault's

Matico as the most active and at the same time

the most inoffensive remedy in the treatment

of Acute and Chronic Discharges. These Capsules,

unlike Quinine, have not the inconvenience of

poisoning the system.

MATICO INJECTION is used in recent

MATICO CAPSULES soothe chronic cases.

GRIMAULT & Co., Paris, sold by all Chemists.

NOTICE.

THE OFFICES of the "HONGKONG

TELEGRAPH" have This Day been

removed to No. 50, QUEEN'S ROAD,

CENTRAL. Second Floor, (the premises

formerly occupied by Messrs. POTTER & Co.)

to which address all communications should

be addressed.

E. F. SKENTCHLY,

Manager.

Hongkong, 11th May, 1899.

Intimations.

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA

and

36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [42]

CARBOLINEUM-AVENARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood

and Stone against White Ants, Decay, Fungus

Rot and Dampness.

Sole Agents for China,

LUTGENS, EINSTAMM & Co.

Hongkong, 11th September, 1896. [10]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK

MAKERS JEWELLERS, SILVER

SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches

awarded the highest Prizes at every Exhibition;

and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES,

MARINE GLASSES and SPYGLASSES.

Nos. 54 & 56, Queen's Road Central. [40]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL and PROVISION MERCHANTS,

CHARTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS.

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAILMER'S PATENT MOTOR